

spaced one-half mile to one mile apart, depending on the intensity of land use.

A **bypass** is designed to carry traffic through or around the urban area, thus providing relief to the city street system by removing from it traffic which has no desire to be in the city. Bypasses are usually designed to through-highway standards, with control of access. Occasionally, a bypass with low traffic volume can be designed to function as a portion of an urban loop. The general effect of bypasses is to expedite the movement of through traffic and to improve traffic conditions within the city. By freeing the local streets for use by shopping and home-to-work traffic, bypasses tend to increase the economic vitality of the local area.

Application of Thoroughfare Planning Principles

The above descriptions are of an idealized major thoroughfare system. In actual practice, thoroughfare planning is done for established areas and is constrained by existing land use and street patterns, public attitudes, and expectations of future land use. Compromises must be made because of these, and other factors that may affect major street locations.